



SKETCH - WUHAN AREA

REMARKS: P - WUHAN HEAVY LATHE PLANT  
 B-1 - WUHAN CHANGKIANG BRIDGE  
 B-2 - RAILROAD BRIDGE BETWEEN HANKOW & HANYANG,  
 (position approximate)

REFERENCE MAP: HANKOW  
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**VERTICAL FILE**

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Wuhan Heavy Lathe Plant

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1. [redacted] the lathe plant [redacted] in the summer of 1957 was probably located at Chou-Chia-Wan [0719-1367-3494]. [redacted] between the university and the plant a sizeable lake where sampans were ferrying passengers, and a hill on one side. [redacted] it was next to the edge of Sha Hu (lake) at Chou-Chia-Wan (see attached sketch as marked "P"). [redacted] its main entrance was close to the dirt highway leading to Wuchang and not far from the lake. [redacted]

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2. In July 1957, [redacted] the main basic construction for the workshops was almost completed. However, the long rectangular building with two stacks on the side was less than half completed. The large square-shaped building (closest to the dirt road to Wuchang) had some machinery already installed, and the railroad within the plant, as well as leading to outside, was serviceable. It is not unusual in China to partially equip a factory and start production as soon as the building

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construction is far enough along to permit it. Production rate would be very limited however, but at least it would be started and could be said to be "in production" or "operating." In 1958, [redacted] this plant was operating [redacted]

Although its name is officially Wuhan Heavy Lathe Plant, [redacted] it undoubtedly could also produce heavy machine tools and other machinery.

#### Rail Link for Three Plants

3. Since its construction a few years ago the Communists have boasted repeatedly of the Wuhan Steel Plant [2976-3352-6921-6993-2412], much more so than the Ta-Yeh Steel Plant [1129-0396-6921-6993-2412], which is about 50 miles southeast of Wuchang and originally established by the Nationalists. [redacted] their plans were to link the three plants, Wuhan and Ta-Yeh Steel Plants and Wuhan Heavy Lathe Plant, by rail. Judging by the speed of construction in 1957, the plans of linking them could well have been accomplished by now. 50X1-HUM

#### Wuhan-Changkiang Bridge

4. The Wuhan Changkiang Bridge is built between approximately along a line drawn from Sheshan (aka Zaushan hill) [5748-1472] in Wuchang and Kueishan (hill) [7898-1472] in Hanyang [see sketch as it is marked "B1"]. Another bridge was built between Hanyang and Hankow to link the Canton-Hankow and Peking-Hankow railroads. [redacted] the crossing of the latter bridge over Han River [redacted] is not too far from the mouth of the river. (Its approximate position is indicated as "B2" in the sketch). The location of the tracks between and beyond the two bridges in linking the two railroads is also not clear to me. The former bridge (Wuhan-Changkiang), [redacted] was basically completed. [redacted] 50X1-HUM
5. [redacted] the government planned to double-track the Peking-Canton Railroad. By the same token the east-west cross country Lung-Hai Railroad [7150-3189-6993-6424] was also to be double tracked. Due to their slow down since late 1959 or early 1960 this may have proven too difficult, but [redacted] these key cities along the two north-south and east-west bound railroads have been double-tracked by now. 50X1-HUM

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